

**SCOTTSDALE CITY COUNCIL
SUBCOMMITTEE ON REGIONAL AVIATION ISSUES
PUBLIC MEETING
KIVA CONFERENCE ROOM, CITY HALL**

WEDNESDAY, NOVEMBER 24, 2004

MINUTES

PRESENT: Vice Mayor Bob Littlefield
Councilman Jim Lane
Councilman Kevin Osterman

STAFF: Scott Gray, Aviation Director
Mary O'Connor, General Manager, Transportation
Gary P. Mascaro, Assistant Aviation Director
Steve Olson, Director, Intergovernmental Relations

CALL TO ORDER: The meeting was called to order at 5:00 p.m.

ROLL CALL: Roll call confirmed members present as stated above.

PUBLIC COMMENTS: None.

MINUTES:

1. Approval of the Minutes of the May 19, 2004 Meeting

Vice Mayor Bob Littlefield made a motion to approve the minutes of the May 19, 2004 meeting. The minutes were approved by a vote of 3-0.

GENERAL BUSINESS

2. Election of new Chairman

Councilman Lane nominated Bob Littlefield. Councilman Osterman seconded the nomination and Vice Mayor Littlefield was elected Chairman.

3. Discussion of the Aviation Subcommittee's role and meeting schedule.

Chairman Littlefield commented that the subcommittee has not been meeting as frequently as when it was initially formed. He asked if there was any discussion on the issue. Councilman Lane asked if there was any duplicity between the role of the subcommittee and the Airport Commission.

Mr. Gray stated the Commission's focus is local airport issues and the subcommittee was going to focus on regional issues, such as MAG and regional airspace.

Councilman Osterman stated they probably plan to meet on an "as needed" basis when major issues occur; however he would like to see the subcommittee remain formed. Chairman Littlefield noted they had concluded that an ad hoc committee might be a better way to have the subcommittee function. An alternative would be they have a joint meeting perhaps once a year and review the topics at hand then decide whether they would like to take a more active role in a particular issue.

Chairman Littlefield stated he occasionally attends the Airport Commission meetings and keeps track of the agendas to remain informed on what is going on. Chairman Littlefield stated he felt the intelligent way

to do it would be if a controversial, sensitive, or major issue came up, for example scheduled service, at that point, the subcommittee could either agree to meet – or to meet jointly with the Airport Commission before taking their perspective on the issue to the Council.

Chairman Littlefield stated he would take on the responsibility of determining which issues should go before the subcommittee on an ad hoc basis, or to meet jointly with the Airport Commission. He advised the subcommittee members that the Airport Commission agendas and minutes are posted on the City's website if the subcommittee members wish to review, or if they wished a hard copy, Mr. Gray could accommodate them. Councilman Osterman stated he would prefer they receive hard copies of the agendas and minutes. Mr. Gray later agreed he would send complete Commission packets to the subcommittee and there would be a continual exchange and dialogue of aviation-relation information between staff, the Commission and the subcommittee.

Chairman Littlefield asked for a motion to keep the subcommittee in place but meet on an ad hoc basis. Councilman Lane made a motion to keep the subcommittee in place on an ad hoc basis. Councilman Osterman seconded the motion. The motion was approved with all in favor.

4. Review and discussion of the 14 CFR Part 150 Noise Compatibility Study
(with consultant representatives and members of the Technical Advisory Team)

Mr. Gray advised the committee that Mr. Jim Harris of Coffman Associates, Inc., the consultant who is doing the study, and that he would provide a handout to the subcommittee and would be available to answer questions or to provide a detailed brief if they desired.

Mr. Harris advised the subcommittee the handout he provided is the summation of all the work that has been done over the past year in working with the Technical Advisory Team and includes the preliminary recommendations that focus on noise abatement, land use, and program management measures. Mr. Harris also provided some technical information regarding runway approaches, signage, flight tracking/monitoring systems, evaluation of restrictive measures, and answered additional questions on the status of the study to-date. He explained the FAA requirements, the public hearing process and the estimated timeframe to bring it before the Airport Commission and subsequently to the City Council.

Chairman Littlefield suggested it would be a good idea for the subcommittee to meet jointly with the Airport Commission when the Part 150 Study is presented. The subcommittee would then present a summary of their recommendations to their colleagues. Mr. Gray stated it would be presented at the February 9th Airport Commission meeting.

5. Maricopa Association of Governments – Regional Aviation System Plan
(MAG RASP) Update

Mr. Gray updated the subcommittee on the MAG RASP Regional Aviation System Plan that he noted has been going on for quite sometime. Mr. Gray advised that he has been appointed to their technical committee and Chairman Littlefield is a member of their policy committee. He added the last meeting was held on October 13, 2004 and at that meeting the consultants provided selected alternatives, which are being forwarded back to the technical committee. Mr. Gray added that to-date, he has not heard any further information regarding the opportunity to analyze the possibility of an RFP for additional airspace analysis. He stated it might be another year before the committee meets again, however, the technical committee will meet as soon as they get the information they need to present it to the policy committee.

Chairman Littlefield advised the subcommittee members that MAG RASP is part of the process by which individual airports get their projects funded by the FAA. However, he noted there have been some political differences concerning particular municipalities and their specific issues that they have brought to MAG RASP. Chairman Littlefield stated it is important to keep informed on those issues, as certain actions that take place concerning other local area airports may eventually impact Scottsdale.

6. Regional Airspace Plan Update

Mr. Gray stated there has recently been reestablished a Governor's Advisory Council on Aviation, of which Chairman Littlefield has been appointed a member, and one of their tasks is an airspace plan. Mr. Gray added that ADOT Aeronautics has submitted an application for funding to do a regional airspace plan, but so far nothing has happened on that issue. He added that the FAA is moving forward with the Class B redesign and probably will then move into the southern hemisphere redesign, as they did with the Northwest 2000 Plan.

7. Air Charter Service Update

Mr. Gray provided a handout and briefed the subcommittee that there were several recent newspapers regarding scheduled serviced started at Scottsdale. He added from a technical standpoint it is scheduled, but it was scheduled FAR Part 135, which is air charter, not FAR Part 121, which is air carrier or commercial service. He added the concern was there wasn't any screening process similar to Sky Harbor, however, this isn't required under FAR Part 135, unless the aircraft is over 12,500 and it would come under the new TSA 12,500 rule. Mr. Gray stated they contacted each of the based charter companies and asked them how many flights they did per month, how many enplanements, and what security measures they took. He added most would not respond and the others used the TSA list. Mr. Gray then advised the subcommittee whom the top five charter operators were at Scottsdale and those who operated as transient charters.

Councilman Lane inquired if there is any criteria or evaluation process for those applying to do charter service at Scottsdale. Mr. Gray responded they have a process in place for based charter operators, which are the Minimum Operating Standards, and require ratification of an Aeronautical Business Permit by the Airport Commission, however, transient operators do not have to go through that process.

Chairman Littlefield stated that the permit process is a business not security permitting process, however, we cannot be discriminatory in the permitting process and have to open the airport to all operators assuming they meet the appropriate requirements.

Mr. Gray noted that Williams Gateway installed a magnetometer and X-Ray machine and had to put it in storage because the TSA put in their own equipment. He added they have some interest in acquiring that equipment to have available at Scottsdale if any of the entities here wish to use it.

8. Proposed Scheduled Service

Mr. Gray stated there were a couple of entities interested in providing scheduled service at Scottsdale. However, since then, they all have received a letter saying one of the entities is no longer pursuing the process. He added they all have also received a letter from Mike Donahoe representing Scottsdale Express/Scottsdale Skys who indicated he is going to continue down that path. Mr. Gray added since those memos went out, a representative of Embraer was at Scottsdale to look over the facility at Mike Donahoe's request.

Mr. Gray advised they have also arranged for an FAR Part 139 inspection from the FAA as a precursor to actually applying to see if they can identify any "red flags" at the facility that may need to be addressed or if we need to tell potential operators that we may need more time to get the facility ready. Mr. Gray advised that if scheduled service providers have aircraft over 30 seats, TSA presence is required and we'd be basically like Sky Harbor. However, we would still have our weight limit restriction of 75,000 lbs. Mr. Gray advised the subcommittee the runway widening was done for safety reasons, not to accommodate larger aircraft.

Mr. Gray added before they move forward with scheduled service they would write a Minimum Operating Standard which they will adopt to require them to do certain things, operating hours, etc.

9. H.M.M.H./Kaplan Kirsch & Rockwell's Stage 2 Initiative

Mr. Gray provided handouts that H.M.M.H. sent. He advised the subcommittee that H.M.M.H. is the firm that worked on the 150 Study and whom also did the Naples study. In addition they are working with a coalition to nationally address the Stage 2 concerns. Mr. Gray stated the Kaplan Kirsch & Rockwell firm was the legal firm that worked with Naples and had also worked with Scottsdale during Northwest 2000.

Mr. Gray stated what they are proposing is creating a coalition to lobby Congress to pass a law similar to what they did for Stage 2 elimination for commercial fleets. He added they are asking for a commitment of \$50,000, not up front, but as they move through the process. Mr. Gray stated the airport is a member of a group called Sound Initiatives, which is an airport group and includes a number of airports across the country that are doing something similar and has no financial commitment at this time.

Mr. Gray stated that H.M.M.H. is a good firm and worked on our current FAR Part 150, as well as Naples FAR Part 161. Mr. Gray encouraged the two groups to join together, as they certainly all agree that the only way Stage 2 aircraft will go away overtime is through federal legislation. Mr. Gray stated he met with a representative from Sound Initiatives and it does not sound like the two groups will merge.

Mr. Gray stated there are about 7 or 8 based Stage 2 airplanes at Scottsdale, but on any given month they have anywhere from 30 – 80 transient Stage 2 landings. He added other than retired military jets, they typically do not get any Stage 1 aircraft. Mr. Gray added although they do not have a large percentage of Stage 2 aircraft, they are certainly willing to work with and support however they can the airport industry to help move this issue along. Mr. Gray stated he believes there will eventually be some legislation, however, it may occur after most of the Stage 2 aircraft will have been gone through attrition. Additional lengthy discussion ensued regarding alternate methods of quieting Stage 2 aircraft, and the technology and expense associated with the new technology and avionic modifications and upgrades.

10. Pilot/Community Outreach Program Update

Mr. Gray advised the subcommittee that they periodically provide on their pilot/community outreach efforts, and that he would be glad to update them if there were any questions or concerns. There were none brought forward at this time.

PUBLIC COMMENTS

None.

SUBCOMMITTEE COMMENTS

None.

ADJOURNMENT

The meeting was adjourned at 6:21p.m.

Respectfully submitted,

D. Maggiola
Administrative Secretary